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IN 28980

TOR: 211354Z SEP 68 DES

S E C R E T 201950Z SEP 68 CITE [REDACTED]

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PRIORITY [REDACTED]

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IDEALIST [REDACTED] SCOPE CROSS

SUBJ: OXYGEN PROBLEMS ART 058

FOLLOWING IS RESUME OF EVENTS AND ACTIONS TAKEN

ON ARTICLE 058 SINCE ARRIVAL OF SCOPE CROSS DEPLOYMENT:

16 SEP - PM. LOX SERVICED AND VENTED TO ATMOSPHERE OVERNIGHT.

17 SEP - A.M. - VENT TOOLS REMOVED - 10 MINUTES PRIOR
TO PILOT LOAD NUMBER 1 SYSTEM WOULD NOT BUILD UP ABOVE

30 PSI AND WOULD RETURN TO ZERO ON DEMAND NUMBER 2

SYSTEM OPERATION NORMAL. FLIGHT ABORTED ON ATTEMPT
TO MOISTURE CHECK NUMBER 2 SYSTEM IT WENT TO ZERO PRESS-
URE AND WOULD NOT BUILD UP TO OPERATING PRESSURE -

SAME SYMPTOMS AS NUMBER 1 SYSTEM. DUMPED LOX FROM BOTH
SYSTEMS - PURGED AND SERVICED NUMBER 1 SYSTEM PER

LATEST PURGE PROCEDURE. PRESSURE BUILDUP AND SYSTEM

OPERATION (NUMBER 1 SYS) APPEARED NORMAL. MOISTURE

CHECK AT MINUS 65 DEGREES F. PURGED AND SERVICED

NUMBER 2 SYS PER LATEST PROCEDURE. NO PRESSURE BUILDUP AS

BEFORE. DUMPED LOX FROM NUMBER 2 SYS, REPLACED FILL AND

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VENT VALVE, PURGED, AND SERVICED. NO BUILDUP UNTIL PRESSURE DIFFERENTIAL VALVE WAS TAPPED. PRESSURE BUILDUP AND SYS OPERATION APPEARED NORMAL, MOISTURE CHECK NUMBER 2 SYS - 68 DEGREES F. NUMBER 1 AND NUMBER 2 SYSTEMS WERE LEFT IN BUILDUP OVERNIGHT. NO EXCESSIVE PRESSURE OR RELIEVING OBSERVED BY OVERNIGHT WATCH.

18 SEP - NUMBER 2 SYS BUILT UP TO 130 PSI AND RELIEVED WITH PILOT HOOKED UP JUST PRIOR TO TAXI. PRESSURE TESTER HOOKED UP TO NUMBER 2, READ 125 PSI. DROPPED PRESSURE BY FLOWING TO 88 PSI. IT THEN BUILT TO 90 PSI. PILOT WAS RECONNECTED TO NUMBER 2 SYS, NUMBER 1 SYS WAS TURNED OFF, AND PRESSURE IN NUMBER 2 BREATHED DOWN TO NORMAL OPERATING RANGE. FLIGHT ABORTED. FLOW CHECKS PERFORMED HOURLY THROUGHOUT AFTERNOON BOTH SYS NORMAL. FIREWELL/LOCKHEED TEAM DUE TOMORROW.

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19 SEP LOCKHEED) AND (FIREWELL) ARRIVED. CHECKED NUMBER 1 AND NUMBER 2 SYS PRESSURE - BOTH HAD BEEN LEFT ON BUILDUP SINCE FLIGHT ABORT 18 SEP A.M. NUMBER 1-110, NUMBER 2 -115, VENT FLOW - 2000 CC/PER MIN. FLOWED BOTH SYSTEMS FROM QD FOR 1 MINUTE. PRESSURE REMAINED ABOVE 100 PSI INDICATING

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LOX NEAR SATURATION. FLOWED BOTH SYS BELOW 100 PSI AND CHECKED VENT FLOW - ZERO, INDICATING GOOD RELIEF VALVE SHUTOFF AND NO FILL AND VENT VALVE LEAKAGE. SERVICED NUMBER 1 AND NUMBER 2 SYS, BOTH PRESSURE NORMAL 75 PSI. INSTALL VENT TOOL IN NUMBER 2 SYS FOR OVERNIGHT CHECK. SYS PRESS ZERO, NUMBER 1 SYS LEFT IN BUILDUP AND PRESSURE MONITORED THROUGHOUT NIGHT - 74-75 PSI.

20 SEP - VENT TOOL REMOVED FROM NUMBER 2 SYSTEM, BUILD UP TO 75 PSI NORMAL - 3 MIN. LOW ALT MASK HOOKED TO NUMBER 1 AND NUMBER 2 FOR BREATHING CHECK. NORMAL OPERATING PRESSURE WAS OBSERVED FOR 3 PLUS HOURS OF BREATHING. SERVICED NUMBER 1 AND NUMBER 2 SYS. BUILDUP TO 75 PSI PRESSURE WAS NORMAL ON BOTH SYSTEMS. ONE HOUR AFTER SERVICE, CREW CHIEF WAS HOOKED TO NUMBER 1 AND NUMBER 2 SYS WITH LOW ALTITUDE MASK AND OXYGEN PRESSURE OBSERVED DURING 20 MINUTE PREFLIGHT ENGINE RUN, OPERATIONAL NORMAL.

END OF MSG

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